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FEDERAL AVIATION REGULATIONS

Department of Transportation
Federal Aviation Administration—Washington, D.C.

CHANGE 4 **EFF. FEBRUARY 25, 1980**

Part 63—Certification: Flight Crewmembers Other Than Pilots

This Change incorporates Amendment 63-20, Special Purpose Pilot, Flight Engineer, and Flight Navigator Certificates, effective February 25, 1980, in Federal Aviation Regulation Part 63.

The effective date of the new material, which is marked by black brackets, is carried at the bottom of each page. Preamble pages and rearranged pages having no new material carry the Change number only.

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Part 63—Certification: Flight Crewmembers Other Than Pilots

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included in the final rule. Accordingly, the proposal to revise § 147.31(c)(1) and to add a new § 147.31(c)(2) is adopted as proposed except for the revisions discussed above.

Proposal 4–66. Although there were no unfavorable comments to the proposed deletion and reservation of Part 149, the proposal is withdrawn for the reasons discussed in Proposal 4–62.

DRAFTING INFORMATION

The principal authors of this document are Thomas G. Walenta, Flight Standards Service, and Richard B. Elwell, Office of General Counsel.

ADOPTION OF THE AMENDMENTS

Accordingly, Parts 43, 61, 63, 65, 91, 105, 121, 123, 127, 137, 145, and 147 of the Federal Aviation Regulations (14 CFR Parts 43, 61, 63, 65, 91, 105, 121, 123, 127, 137, 145, and 147) are amended as follows, effective June 26, 1978.

(Secs. 313, 314, and 601 through 610 of the Federal Aviation Act of 1958 (49 U.S.C. 1354, 1355, and 1421 through 1430) and Sec. 6(c) of the Department of Transportation Act (41 U.S.C. 1655)).)

NOTE.—The Federal Aviation Administration has determined that this document does not contain a major proposal requiring preparation of an Economic Impact Statement under Executive Order 11821, as amended by Executive Order 11949, and OMB Circular A–107.

Amendment 63-20

Special Purpose Pilot, Flight Engineer, and Flight Navigator Certificates

Adopted: January 18, 1980 **Effective: February 25, 1980**

(Published in 45 FR 5670, January 24, 1980)

SUMMARY: These regulations provide for the issuance of special purpose airman certificates to foreign pilots and other foreign flight crewmembers. They permit those persons to operate certain U.S.-registered civil airplanes, leased to persons not citizens of the United States, for the carriage of persons and property for compensation or hire. They are being issued in response to numerous petitions for exemptions requesting that foreign pilots and other flight crewmembers be eligible for the issuance of U.S. airman certificates to enable them to operate these airplanes.

FOR FURTHER INFORMATION CONTACT:

Raymond E. Ramakis, Regulatory Projects Branch (AVS-24), Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue, S.W., Washington, D.C. 20591; telephone (202) 755-8716.

SUPPLEMENTARY INFORMATION:

BACKGROUND

The FAA has received numerous petitions for exemptions requesting that foreign pilots and other foreign flight crewmembers be eligible for the issuance of U.S. airman certificates, so that they may act as flight crewmembers on certain U.S.-registered civil airplanes, leased to persons not citizens of the United States, for the purpose of carrying persons and property for compensation or hire. Although these foreign airmen hold current appropriate certificates, licenses, or authorizations issued by contracting States to the Convention on International Civil Aviation, they may not operate U.S.-registered aircraft, because under section 610(a) of the Federal Aviation Act of 1958 (the Act) only persons holding appropriate U.S. airman certificates may serve as required flight crewmembers on U.S.-registered aircraft in air commerce.

While §§ 61.75 and 63.42 of the Federal Aviation Regulations allow the holders of current foreign pilot and foreign flight engineer licenses issued by contracting States to the Convention on International Civil Aviation to have certificates issued to them for the operation of U.S.-registered civil aircraft, certificates issued under these sections do not allow the airmen to operate aircraft if they carry persons or property for compensation or hire.

Notice of Proposed Rule Making No. 79-12 (44 FR 38563; July 2, 1979) proposed regulations to provide for the issuance of special purpose airman certificates to allow these foreign airmen to operate certain U.S.-registered civil aircraft carrying persons or property for compensation or hire. By facilitating the lease of these aircraft the FAA is acting within its statutory mandate, under section 305 of the Act, to encourage and foster the development of civil aeronautics and air commerce in the United States and abroad.

DISCUSSION OF COMMENTS

The FAA received 12 public comments in response to Notice 79-12. Six commenters, consisting of three air carriers, two aviation organizations, and one individual, supported the proposal. They agreed that the proposal would reduce administrative delay and facilitate arrangements between U.S. and foreign operators.

One of these commenters argued that the issuance of special purpose certificates should not be limited to airplane types that can have a maximum passenger seating configuration, excluding any flight crew seat, of more than 30 seats or a maximum

payload capacity of more than 7,500 pounds. It contended that this would limit the ability of foreign air carriers using smaller aircraft to lease aircraft to meet their short-term, peak season needs. As an example, the carrier, which uses some DC–3 aircraft, noted that many DC–3 aircraft of U.S. registry are configured for 30 passenger seats or less.

However, the FAA is not aware of a significant demand for the lease of smaller U.S.-registered aircraft to foreign operators, for which special purpose certificates would be needed. If a need arises for issuance of special purpose certificates to operate these aircraft, and this need cannot be efficiently met through the exemption process, the FAA will consider expanding the applicability of these regulations to meet such a need.

Moreover, in the commenter's case, special purpose certificates would be available for the operation of DC–3 aircraft configured for 30 passenger seats or less, since the aircraft can be configured for more than 30 passenger seats. The rule is keyed to the possible, not the actual, seating configuration of the aircraft.

Three commenters opposed the proposed regulations because they do not limit the issuance of special purpose certificates to pilots from countries that offer the same privilege to U.S. pilots. It is true that some countries do not offer special purpose airman certificates to foreign pilots for operating an aircraft registered in those countries. However, the FAA expects that this regulation will encourage other countries to extend this privilege to U.S. pilots, while at the same time facilitating the lease of U.S.-owned aircraft.

Two commenters took the position that special purpose certificates should not be issued unless these airmen are first examined by the FAA. However, the requirements imposed on an applicant for pilot, flight engineer, and flight navigator licenses issued by contracting States to the Convention on International Civil Aviation are now substantially the same as those which must be met for certificates issued under Parts 61 and 63 of the Federal Aviation Regulations. Accordingly, it is not necessary for the FAA to require examinations for these airmen in addition to those required by the contracting State for the issuance and retention of its license.

This regulation simplifies the regulatory process by eliminating the requirements that those individuals wishing to utilize the authority contained herein from having to submit petitions for exemptions each time the authority was sought. This will also lessen the agency's regulatory workload and enable the agency to concentrate on safety related issues. This is part of the continuing effort to review and simplify the agency's regulations and procedures. This is consistent with Executive Order 12044.

DISCUSSION OF THE AMENDMENTS

These amendments add two new sections to the Federal Aviation Regulations. Section 61.77 provides for special purpose pilot certificates, and § 63.23 provides for special purpose flight engineer and flight navigator certificates. To avoid confusion, § 63.42 has been amended to change its title from "Special purpose flight engineer certificate" to "Flight engineer certificate issued on basis of a foreign flight engineer license." The title change more accurately reflects the contents of the section and makes it consistent with § 61.75, a parallel section for pilot certificates.

Under these rules, the pilot, flight engineer, or flight navigator (or a representative of that person) applying for the special purpose certificate must present to the Administrator a current foreign pilot, flight engineer, or flight navigator certificate, license, or authorization issued by a foreign contracting State, or a facsimile acceptable to the Administrator. The applicant must present a current certification by the lessee of the airplane stating: (1) that the applicant is employed by the lessee; (2) the airplane type on which the applicant will perform the flight crewmember duties; and (3) that the applicant has received appropriate ground and flight instruction. Finally, the applicant (or a representative of the applicant) must submit documentation showing that the applicant currently meets the medical standards required by the foreign certificate, license, or authorization on which the application is based, and, in the case of a pilot, that the applicant has not reached the age of 60.

The special purpose certificate will be based solely upon the applicant's foreign certificate, license, or authorization. They are valid only while that document is valid and current, and while the holder meets the medical requirements for that document. Issuance of a medical certificate under Part 67 of the Federal Aviation Regulations does not meet this requirement unless the State issuing the foreign certificate, license, or authorization accepts a Part 67 medical certificate as evidence of the applicant's medical fitness.

The holder of a special purpose certificate may exercise the same privileges as those shown on his or her foreign certificate or license.

The certificate holder is not required to comply with § 61.55 (Second in command qualifications: Operation of large airplanes or turbojet-powered multiengine airplanes), § 61.57 (Recent flight experience: Pilot in command), and § 61.58 (Pilot in command proficiency check: Operation of aircraft requiring more than one required pilot). The FAA has determined that it is not necessary to prescribe currency and checking requirements, in addition to those prescribed by the contracting State for the issuance and retention of a pilot license, in order to maintain a level of safety equivalent to that provided by these sections.

A special purpose certificate issued under proposed § 61.77 or § 63.23 is only valid for flights between foreign countries and for flights in foreign air commerce. These certificates may not be used for operating U.S.-registered airplanes, leased to persons not citizens of the U.S., for flights in interstate, intrastate, or overseas air commerce. Flights of these airplanes within a foreign country are covered in §§ 61.3(a) and 63.3(a) and (b) which permit those flights if the pilot, flight engineer, or flight navigator has a current appropriate license issued by the country in which the airplane is operated.

A special purpose certificate is conditioned on the validity of the airman's foreign certificate, license, or authorization and on the existence of the lease agreement. A special purpose certificate is valid while the holder: (1) has in his or her personal possession the special purpose pilot certificate and the current foreign certificate, license, or authorization upon which the special purpose certificate is based; (2) is employed by the person to whom the aircraft is leased; (3) is performing the duties of a pilot, flight engineer, or flight navigator, as appropriate, on the specific airplane type described in the certification required for issuance of the certificate; and (4) has in his or her personal possession the current medical documentation required for the issuance of the certificate. The certificate issued contains a specific reference to these limitations. Finally, the certificate is subject to any necessary additional limitations placed on the certificate by the Administrator.

The certificates issued under proposed §§ 61.77 and 63.23 automatically terminate when one of the following occurs: (1) when the lease agreement terminates; (2) when the foreign certificate, license, or authorization, or the medical documentation is suspended, revoked, or no longer valid for whatever reason; (3) after 24 months after the month in which the special purpose certificate was issued; or (4), in the case of a pilot, when the certificate holder reaches the age of 60. The requirements for renewal of a special purpose certificate are the same as for issuance of the original certificate.

Finally, the certificate holder is required to surrender the special purpose certificate to the Administrator within 7 days after the date it terminates.

THE AMENDMENT

Accordingly, Parts 61 and 63 of the Federal Aviation Regulation (14 CFR Parts 61 and 63) are amended, effective February 25, 1980.

(Secs. 313(a), 601, and 602, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, and 1422); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655 (c)).)

NOTE: The Federal Aviation Administration has determined that this document involves regulations which are not significant under Executive Order 12044, as implemented by DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). A copy of the final regulatory evaluation prepared for this action is contained in the regulatory docket. A copy of it may be obtained by contacting the person identified above under the caption "FOR FURTHER INFORMATION CONTACT:".

(d) A person whose certificate issued under this Part or medical certificate, or both, has been lost may obtain a telegram from the Federal Aviation Administration confirming that it was issued. The telegram may be carried as a certificate for a period not to exceed 60 days pending his receiving a duplicate under paragraph (b) or (c) of this section, unless he has been notified that the certificate has been suspended or revoked. The request for such a telegram may be made by prepaid telegram, stating the date upon which a duplicate certificate was requested, or including the request for a duplicate and a money order for the necessary amount. The request for a telegraphic certificate should be sent to the office prescribed in paragraph (b) or (c) of this section, as appropriate. However, a request for both at the same time should be sent to the office prescribed in paragraph (b) of this section.

§ 63.17 Tests: general procedure.

(a) Tests prescribed by or under this Part are given at times and places, and by persons, designated by the Administrator.

(b) The minimum passing grade for each test is 70 percent.

§ 63.18 Written tests: cheating or other unauthorized conduct.

(a) Except as authorized by the Administrator, no person may—

(1) Copy, or intentionally remove, a written test under this Part;

(2) Give to another, or receive from another, any part or copy of that test;

(3) Give help on that test to, or receive help on that test from, any person during the period that test is being given;

(4) Take any part of that test in behalf of another person;

(5) Use any material or aid during the period that test is being given; or

(6) Intentionally cause, assist, or participate in any act prohibited by this paragraph.

(b) No person who commits an act prohibited by paragraph (a) of this section is eligible for any airman or ground instructor certificate or rating under this chapter for a period of one year after the date of that act. In addition, the commission of that act is a basis for suspending or revoking any airman or ground instructor certificate or rating held by that person.

§ 63.19 Operations during physical deficiency.

No person may serve as a flight engineer or flight navigator during a period of known physical deficiency, or increase in physical deficiency, that would make him unable to meet the physical requirements for his current medical certificate.

§ 63.20 Applications, certificates, logbooks, reports, and records: falsification, reproduction, or alteration.

(a) No person may make or cause to be made—

(1) Any fraudulent or intentionally false statement on any application for a certificate or rating under this Part;

(2) Any fraudulent or intentionally false entry in any logbook, record, or report that is required to be kept, made, or used, to show compliance with any requirement for any certificate or rating under this Part;

(3) Any reproduction, for fraudulent purpose, of any certificate or rating under this Part; or

(4) Any alteration of any certificate or rating under this Part.

(b) The commission by any person of an act prohibited under paragraph (a) of this section is a basis for suspending or revoking any airman or ground instructor certificate or rating held by that person.

§ 63.21 Change in address.

Within 30 days after any change in his permanent mailing address, the holder of a certificate issued under this Part shall notify the Department of Transportation, Federal Aviation Administration, Airman Certification Branch, P.O. Box 25082, Oklahoma City, Okla. 73125 in writing, of his new address.

[§ 63.23 Special purpose flight engineer and flight navigator certificates: operation of U.S.-registered civil airplanes leased by a person not a U.S. citizen.

[(a) *General.* The holder of a current foreign flight engineer or flight navigator certificate, license, or authorization issued by a foreign contracting State to the Convention on International Civil Aviation, who meets the requirements of this section, may hold a special purpose flight engineer or flight navigator certificate, as appropriate, authorizing the holder to perform flight engineer or flight navigator duties on a civil airplane of U.S. registry, leased to a person not a citizen of the United States, carrying persons or property for compensation or hire. Special purpose flight engineer and flight navigator certificates are issued under this section only for airplane types that can have a maximum passenger seating configuration, excluding any flight crewmember seat, of more than 30 seats or a maximum payload capacity (as defined in § 135.2(e) of this chapter) of more than 7,500 pounds.

[(b) *Eligibility.* To be eligible for the issuance, or renewal, of a certificate under this section, an applicant must present the following to the Administrator:

[(1) A current foreign flight engineer or flight navigator certificate, or license, or authorization issued by the aeronautical authority of a foreign contracting State to the Convention on International Civil Aviation or a facsimile acceptable to the Administrator. The certificate or license must authorize the applicant to perform the flight engineer or flight navigator duties to be authorized by a certificate issued under this section on the same airplane type as the leased airplane.

[(2) A current certification by the lessee of the airplane—

[(i) Stating that the applicant is employed by the lessee;

[(ii) Specifying the airplane type on which the applicant will perform flight engineer or flight navigator duties; and

[(iii) Stating that the applicant has received ground and flight instruction which qualifies the applicant to perform the duties to be assigned on the airplane.

[(3) Documentation showing that the applicant currently meets the medical standards for the foreign flight engineer or flight navigator certificate, license, or authorization required by paragraph (b)(1) of this section, except that a U.S. medical certificate issued under Part 67 of this chapter is not evidence that the applicant meets those standards unless the State which issued the applicant's foreign flight engineer or flight navigator certificate, license, or authorization accepts a U.S. medical certificate as evidence of medical fitness for a flight engineer or flight navigator certificate, license, or authorization.

[(c) *Privileges.* The holder of a special purpose flight engineer or flight navigator certificate issued under this section may exercise the same privileges as those shown on the certificate, license, or authorization specified in paragraph (b)(1), subject to the limitations specified in this section.

[(d) *Limitations.* Each certificate issued under this section is subject to the following limitations:

[(1) It is valid only—

[(i) For flights between foreign countries and for flights in foreign air commerce;

[(ii) While it and the certificate, license, or authorization required by paragraph (b)(1) of this section are in the certificate holder's personal possession and are current;

[(iii) While the certificate holder is employed by the person to whom the airplane described in the certification required by paragraph (b) (2) of this section is leased;

[(iv) While the certificate holder is performing flight engineer or flight navigator duties on the U.S.-registered civil airplane described in the certification required by paragraph (b) (2) of this section; and

[(v) While the medical documentation required by paragraph (b) (3) of this section is in the certificate holder's personal possession and is currently valid.

[(2) Each certificate issued under this section contains the following:

[(i) The name of the person to whom the U.S.-registered civil aircraft is leased.

[(ii) The type of airplane.

[(iii) The limitation: "Issued under, and subject to, § 63.23 of the Federal Aviation Regulations."

[(iv) The limitation: "Subject to the privileges and limitations shown on the holder's foreign flight (engineer or navigator) certificate, license, or authorization."

[(3) Any additional limitations placed on the certificate which the Administrator considers necessary.

[(e) *Termination.* Each special purpose flight engineer or flight navigator certificate issued under this section terminates—

[(1) When the lease agreement for the airplane described in the certification required by paragraph (b) (2) of this section terminates;—

[(2) When the foreign flight engineer or flight navigator certificate, license, or authorization, or the the medical documentation required by paragraph (b) of this section is suspended, revoked, or no longer valid; or

[(3) After 24 months after the month in which the special purpose flight engineer or flight navigator certificate was issued.

[(f) *Surrender of certificate.* The certificate holder shall surrender the special purpose flight engineer or flight navigator certificate to the Administrator within 7 days after the date it terminates.

[(g) *Renewal.* The certificate holder may have the certificate renewed by complying with the requirements of paragraph (b) of this section at the time of application for renewal.]

Subpart B—Flight Engineers

§ 63.31 Eligibility requirements: general.

To be eligible for a flight engineer certificate, a person must—

(a) Be at least 21 years of age;

(b) Be able to read, speak, and understand the English language, or have an appropriate limitation placed on his flight engineer certificate;

(c) Hold at least a second-class medical certificate issued under Part 67 of this chapter within the 12 months before the date he applies, or other evidence of medical qualification accepted for the issue of a flight engineer certificate under § 63.42; and

(d) Comply with the requirements of this Subpart that apply to the rating he seeks.

§ 63.33 Aircraft ratings.

(a) The aircraft class ratings to be placed on flight engineer certificates are—

(1) Reciprocating engine powered;

(2) Turbopropeller powered; and

(3) Turbojet powered.

(b) To be eligible for an additional aircraft class rating after his flight engineer certificate with a class rating is issued to him, an applicant must pass the written test that is appropriate to the class of airplane for which an additional rating is sought, and—

(1) Pass the flight test for that class of aircraft; or

(2) Satisfactorily complete an approved flight engineer training program that is appropriate to the additional class rating sought.

§ 63.35 Knowledge requirements.

(a) An applicant for a flight engineer certificate must pass a written test on the following:

(1) The regulations of this chapter that apply to the duties of a flight engineer.

(2) The theory of flight and aerodynamics.

(3) Basic meteorology with respect to engine operations.

(4) Center of gravity computations.

(b) An applicant for the original or additional issue of a flight engineer class rating must pass a written test for that airplane class on the following:

(1) Preflight.

(2) Airplane equipment.

(3) Airplane systems.

(4) Airplane loading.

(5) Airplane procedures and engine operations with respect to limitations.

(6) Normal operating procedures.

(7) Emergency procedures.

(8) Mathematical computation of engine operations and fuel consumption.

(c) Before taking the written tests prescribed in paragraphs (a) and (b) of this section, an applicant for a flight engineer certificate must present satisfactory evidence of having completed one of the experience requirements of § 63.37. However, he may take the written tests before acquiring the flight training required by § 63.37.

(d) An applicant for a flight engineer certificate must have passed the written tests required by paragraphs (a) and (b) of this section within the 24-month period before the date he

takes the flight test. However, this limitation does not apply to an applicant who, after passing the written tests, has continuously participated in a maintenance, flight engineer, or pilot training program of a United States air carrier or commercial operator conducted under Part 121 of this chapter, or conducted by a United States scheduled military air transportation service.

(e) An air carrier or commercial operator with an approved training program under Part 121 of this chapter may, when authorized by the Administrator, provide as part of that program a written test that it may administer to satisfy the test required for an additional rating under paragraph (b) of this section.

§ 63.37 Aeronautical experience requirements.

(a) Except as otherwise specified therein, the flight time used to satisfy the aeronautical experience requirements of paragraph (b) of this section must have been obtained on an airplane—

(1) On which a flight engineer is required by this chapter; or

(2) That has at least three engines that are rated at least 800 horsepower each or the equivalent in turbine-powered engines.

(b) An applicant for a flight engineer certificate with a class rating must present, for the class rating sought, satisfactory evidence of one of the following:

(1) At least three years of diversified practical experience in aircraft and aircraft engine maintenance (of which at least one year was in maintaining multiengine aircraft with engines rated at least 800 horsepower each, or the equivalent in turbine engine powered aircraft), and at least five hours of flight training in the duties of a flight engineer.

(2) Graduation from at least a two-year specialized aeronautical training course in maintaining aircraft and aircraft engines (of which at least six calendar months were in maintaining multiengine aircraft with engines rated at least 800 horsepower each, or the equivalent in turbine engine powered aircraft), and at least five hours of flight training in the duties of a flight engineer.

(3) A degree in aeronautical, electrical, or mechanical engineering from a recognized college, university, or engineering school; at least six calendar months of practical experience in maintaining multiengine aircraft with engines rated at least 800 horsepower each, or the equivalent in turbine engine powered aircraft; and at least five hours of flight training in the duties of a flight engineer.

(4) At least a commercial pilot certificate with an instrument rating and at least 5 hours of flight training in the duties of a flight engineer.

(5) At least 200 hours of flight time in a transport category airplane (or in a military airplane with at least two engines and at least equivalent weight and horsepower) as pilot in command or second in command performing the functions of a pilot in command under the supervision of a pilot in command.

(6) At least 100 hours of flight time as a flight engineer.

(7) Within the 90 day period before he applies, successful completion of an approved flight engineer ground and flight course of instruction as provided in Appendix C of this Part.

§ 63.39 Skill requirements.

(a) An applicant for a flight engineer certificate with a class rating must pass a practical test on the duties of a flight engineer in the class of airplane for which a rating is sought. The test may only be given on an airplane specified in § 63.37(a).

(b) The applicant must—

(1) Show that he can satisfactorily perform preflight inspection, servicing, starting, pretakeoff, and postlanding procedures;

(2) In flight, show that he can satisfactorily perform the normal duties and procedures relating to the airplane, airplane engines, propellers (if appropriate), systems, and appliances; and

(3) In flight, in an airplane simulator, or in an approved flight engineer training device, show that he can satisfactorily perform emergency duties and procedures and recognize and take appropriate action for malfunctions of the airplane, engines, propellers (if appropriate), systems and appliances.

§ 63.41 Retesting after failure.

An applicant for a flight engineer certificate who fails a written test or practical test for that certificate may apply for retesting—

(a) After 30 days after the date he failed that test; or

(b) After he has received additional practice or instruction (flight, synthetic trainer, or ground training, or any combination thereof) that is necessary, in the opinion of the Administrator or the applicant's instructor (if the Administrator has authorized him to determine the additional instruction necessary) to prepare the applicant for retesting.

§ 63.42 [Flight engineer certificate issued on basis of a foreign flight engineer license.]

(a) *Certificates issued.* The holder of a current foreign flight engineer license issued by a contracting State to the Convention on International Civil Aviation, who meets the requirements of this section, may have a flight engineer certificate issued to him for the operation of civil aircraft of U.S. registry. Each flight engineer certificate issued under this section specifies the number and State of issuance of the foreign flight engineer license on which it is based. If the holder of the certificate cannot read, speak or understand the English language, the Administrator may place any limitation on the certificate that he considers necessary for safety.

(b) *Medical standards and certification.* An applicant must submit evidence that he currently meets the medical standards for the foreign flight engineer license on which the application for a certificate under this section is based. A current medical certificate issued under Part 67 of this chapter will be accepted as evidence that the applicant meets those standards. However, a medical certificate issued under Part 67 of this chapter is not evidence that the applicant meets those standards outside the United States unless the State that issued the applicant's foreign flight engineer license also accepts that medical certificate as evidence of the applicant's physical fitness for his foreign flight engineer license.

(c) *Ratings issued.* Aircraft class ratings listed on the applicant's foreign flight engineer license, in addition to any issued to him after testing under the provisions of this Part, are placed on the applicant's flight engineer certificate. An applicant without an aircraft class rating on his foreign flight engineer license may be issued a class rating if he shows that he currently meets the requirements for exercising the privileges of his foreign flight engineer license on that class of aircraft.

(d) *Privileges and limitations.* The holder of a flight engineer certificate issued under this section may act as a flight engineer of a civil aircraft of U.S. registry subject to the limitations of this Part and any additional limitations placed on his certificate by the Administrator. He is subject to these limitations while he is acting as a flight engineer of the aircraft within or outside the United States. However, he may not act as flight engineer or in any other capacity as a required flight crewmember, of a civil aircraft of U.S. registry that is carrying persons or property for compensation or hire.

(e) *Renewal of certificate and ratings.* The holder of a certificate issued under this section may have that certificate and the ratings placed thereon renewed if, at the time of application for renewal, the foreign flight engineer license on which that certificate is based is in effect. Application for the renewal of the certificate and ratings thereon must be made before the expiration of the certificate.

§ 63.43 Flight engineer courses.

An applicant for approval of a flight engineer course must submit a letter to the Administrator requesting approval, and must also submit three copies of each course outline, a description of the facilities and equipment, and a list of the instructors and their qualifications. An air carrier or commercial operator with an approved flight engineer training course under Part 121 of this chapter may apply for approval of a training course under this Part by letter without submitting the additional information required by this paragraph. Minimum requirements for obtaining approval of a flight engineer course are set forth in Appendix C of this Part.

§ 63.45 [Reserved]

Subpart C—Flight Navigators

§ 63.51 Eligibility requirements: general.

To be eligible for a flight navigator certificate, a person must—

(a) Be at least 21 years of age;

(b) Be able to read, write, speak, and understand the English language;

(c) Hold at least a second-class medical certificate issued under Part 67 of this chapter within the 12 months before the date he applies; and

(d) Comply with §§ 63.53, 63.55, and 63.57.

§ 63.53 Knowledge requirements.

(a) An applicant for a flight navigator certificate must pass a written test on—

(1) The regulations of this chapter that apply to the duties of a flight navigator;

(2) The fundamentals of flight navigation, including flight planning and cruise control;

(3) Practical meteorology, including analysis of weather maps, weather reports, and weather forecasts; and weather sequence abbreviations, symbols, and nonmenclature;

(4) The types of air navigation facilities and procedures in general use;

(5) Calibrating and using air navigation instruments;

(6) Navigation by dead reckoning;

(7) Navigation by celestial means;

(8) Navigation by radio aids;

(9) Pilotage and map reading; and

(10) Interpretation of navigation aid identification signals.

(b) A report of the test is mailed to the applicant. A passing grade is evidence, for a period of 24 months after the test, that the applicant has complied with this section.

§ 63.55 Experience requirements.

(a) An applicant for a flight navigator certificate must be a graduate of a flight navigator course approved by the Administrator or present satisfactory documentary evidence of—

(1) Satisfactory determination of his position in flight at least 25 times by night by celestial observations and at least 25 times by day by celestial observations in conjunction with other aids; and

(2) At least 200 hours of satisfactory flight navigation, including celestial and radio navigation and dead reckoning.

A pilot who has logged 500 hours of cross-country flight time, of which at least 100 hours were at night, may be credited with not more than 100 hours for the purposes of subparagraph (2) of this paragraph.

(b) Flight time used exclusively for practicing long-range navigation methods, with emphasis on celestial navigation and dead reckoning, is considered to be satisfactory navigation experience for the purposes of paragraph (a) of this section. It must be substantiated by a logbook, by records of an armed force or a certificated air carrier, or by a letter signed by a certificated flight navigator and attached to the application.

§ 63.57 Skill requirements.

(a) An applicant for a flight navigator certificate must pass a practical test in navigating aircraft by—

(1) Dead reckoning;

(2) Celestial means; and

(3) Radio aids to navigation.

(b) An applicant must pass the written test prescribed by § 63.53 before taking the test under this section. However, if a delay in taking the test under this section would inconvenience the applicant or an air carrier, he may take it before he receives the result of the written test, or after he has failed the written test.

(c) The test requirements for this section are set forth in Appendix A of this Part.

§ 63.59 Retesting after failure.

(a) An applicant for a flight navigator certificate who fails a written or practical test for that certificate may apply for retesting—

(1) After 30 days after the date he failed that test; or

(2) Before the 30 days have expired if the applicant presents a signed statement from a certificated flight navigator, certificated ground instructor or any other qualified person approved by the Administrator, certifying that that person has given the applicant additional instruction in each of the subjects failed and that person considers the applicant ready for retesting.

(b) A statement from a certificated flight navigator, or from an operations official of an approved navigator course, is acceptable, for the purpose of paragraph (a) (2) of this section, for the written test and for the flight test. A

statement from a person approved by the Administrator is acceptable for the written test. A statement from a supervising or check navigator with the United States Armed Forces is acceptable for the written test and for the practical test.

(c) If the applicant failed the flight test, the additional instruction must have been administered in flight.

§ 63.61 Flight navigator courses.

An applicant for approval of a flight navigator course must submit a letter to the Administrator requesting approval, and must also submit three copies of the course outline, a description of his facilities and equipment, and a list of the instructors and their qualifications. Requirements for the course are set forth in Appendix B of this Part.